

The Hongkong Telegraph

(ESTABLISHED 1861)

NEW SERIES No. 5781

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TUESDAY, MARCH 31, 1908.

二拜禮 號一十三月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTON.
SAN FRANCISCO. LIYANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit—

For 12 months 3% p.a.
" 6 " 2% " "
" 3 " 1% " "

TAKBO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEWELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 12th March, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,378,375
(about £428,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radia (Aceh), Bandjermasin.
Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—

Sterling £1,500,000 at 2/11= \$15,000,000
Silver \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.

E. G. Barrett, Esq., Deputy Chairman.

G. Friedland, Esq., E. Shellin, Esq.,
R. Shaw, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,
C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS
..... £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie

Robert Wanzel & Co.
Mandelsohn & Co.
M. A. von Rothschild & Söhne

Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYTSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KORHN,
Manager.
Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEVANHA	April 1st	Freight and Passage.
MARSEILLES and LONDON	DELHI	4th April	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	BORNEO	4th April	Freight and Passage.
SHANGHAI, MOJI, KOBE & JAPAN	YOKOHAMA	11th April	Freight and Passage.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 31st March, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 11b. TINS.

ROASTED & GROUND ON OUR PREMISES.

We Guarantee the Absolute Purity of our
Coffee which contains Genuine MOCHA
and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [38]

DOW'S PORTS.

Armadale \$82.00 Per Dozen.

Royal Dry 27.00 " "

Invalid 25.00 " "

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 6th March, 1908. [40]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERES.

Just Unpacked from Paris ex S.S. "Tonkin."

A LARGE LOT OF

NEW SPRING GOODS.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain),
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,160 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at
9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,
Thursday and Saturday at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's
Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects
with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the
Colony.
Electric Lights, Fans and Cell Bells.
Bath Rooms attached to Each Room.

Unvalued for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern
Luxury.
Billiards and Bowling Allevy.
Moderate Terms and No Extra.
Modern Management.

Telegraphic Address:
"OHEE" HONGKONG.
Telephone No. 11.

C. E. OWEN,
Proprietor.

VICTORIA HOTEL, MACAO HOTEL.

(TELEGRAMS—VICTORIA—SHAMKIN) (TELEGRAMS—FARMER—MACAO).
SHAMKIN, CANTON. MACAO, CHINA.

On the "BRITISH" COMMISSION. H. HAYNES, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKIN'S CAR, the PRAX, near the TRAM TERMINUS, Tel. 25.

For Terms, &c., apply to the
MANAGER.

Hongkong, 24th Jan., 1908.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 31st June, 1907.

A. F. DAVIES,
Manager. [1]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Hot and Cold Water Throughout.

Hotel Lobbies Meets all Steamers.

Special Transfers for Tourists and Parties or Families.

For Terms apply to—
THE MANAGER'S AGENT.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Ladies' Millinery Department.

THIS WEEK:

SPECIAL SHOW LADIES' MILLINERY.

Latest Shapes, Prevailing Styles.

NEW CREATIONS FROM PARIS AND LONDON.

Now Showing in the Millinery Department.

W.M. POWELL, LTD.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 2nd March, 1908.

To Let.

TO LET.
NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.
CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 25th February, 1908. [127]

TO LET.
ONE LARGE ROOM, with Verandah, Bath-room and Servants' Quarters; Separate entrance. Suitable for two Bachelors. Magnificent view of the Harbour.
Apply to—
"SANS SOUCI,"
19, Robinson Road.
Hongkong, 9th March, 1908. [130]

TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd March, 1908. [159]

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 23rd March, 1908. [177]

TO LET.
WELL FURNISHED ROOM with Bath-room attached, UPPER FLOOR. Price \$30 per month.
Apply to—
"L,"
C/o Hongkong Telegraph.
Hongkong, 25th March, 1908. [151]

TO LET.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 21st March, 1908. [138]

TO LET.
4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72]

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).
Apply to—
THE COMPADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Cantonment Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.
HATHERLEIGH, CONDUIT ROAD.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.
HOUSES in WONG-KEI-CHONG ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd March, 1908. [160]

TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1908. [7]

THE NAVAL ESTIMATES.

SOME COMMENTS AND CRITICISMS.

The Navy Estimates for 1908-9 will probably please nobody, neither the patriots nor the pacifists.
They show an increase in money demanded from Parliament of £900,000, though the First Lord tells us in his explanatory statement that, by some mysterious feat of book-keeping, the total outlay will only be £1,398,4 of excess of last year. Of the nominal increase of £900,000, a proportion will be absorbed by increases of pay to certain ratings of fleet men; by improved victualling; by an increase of the number of hired men in the dockyards; and no less than £284,000, or nearly one-third of the whole, by the increased price of coal.

Behold the consequences of economic prudence! By their repeal of the export duty on coal, the Government have not only lost a couple of million pounds, which would have been extremely useful to them, but have raised the price against themselves, and have been compelled to present enlarged estimates to Parliament in despite of the horror with which their most devoted supporters regard any increase in the cost of warlike preparations!

The second particular item in the increase which deserves mention is the further sum of £300,000 set apart for cooling apparatus for the magazines of warships. The extra work thereby imposed is alleged as the reason for the increase of the dockyard staff of hired men by some 3,000.

There is a modest sum of £35,000 set aside for the beginning of the works at Rosyth. Lord Tweedmouth anticipates a total expenditure on the Scottish base of £3,000,000 for work, and £150,000 for machinery, to be spread over a period of ten years. The £35,000 taken with these estimates is, therefore, only about the tenth part of the tenth part which should fall to be paid in the current financial year; but it is, perhaps, not possible to expend more on the preliminary works.

I now come to the provision for new construction, which is, as Lord Tweedmouth says, "exceedingly modest." There will be under construction during the coming financial year the following vessels:—

	Complete.	Advance.	Contract.
Battleships	4	1	1
Armoured cruisers	4	1	1
Unarmoured ships	1	6	1
Torpedo-boats	4	5	16
Torpedo-boats	19	1	19
Submarines	17	1	19
Grand total	83		

The total vote for new construction is to be £7,545,101, as compared with £8,100,000 last year and £11,163,019 in 1904-5. The new programme for the year is as follows:—

- 1 Battleship.
- 1 Armoured cruiser.
- 6 Unarmoured cruisers.
- 16 Destroyers.
- 2 Submarines.

It is understood that the armoured cruiser will be a cruiser-battleship of the invulnerable type, and that the unarmoured cruisers will be small vessels after the pattern of the Boadicea.

Now, the total estimated cost of the latter ship is £3,330,657. Six of her type, therefore, would cost £1,998,402. If we take the two armoured ships, therefore, at the cost of the Boadicea and the invulnerable respectively—viz. £1,766,591 and £1,765,926—we get a total of just above five and a half millions for these eight ships completed, as against just over five millions and a quarter for the three Boadiceas of the last programme but one. But the vote for new construction in that year was £1,300,000 larger than that just issued.

The solution is to be found in the fact that the instalments of the cost of several of these vessels to be spent during the coming year are very small. They are as follows:—

Armoured ship (Portsmouth) ... £1,138,891
Armoured ship (Devonport) ... £1,139,650
Unarmoured ship (Pembroke) ... £1,180,431

The amount to be spent on the dockyard-built ships is about normal, as provision for vessels to be completed in two years. But the five ships to be built by contract are to have little more than a nominal sum spent on each of them, and if they are to be completed at the same rate of speed, it must be that matters will be so arranged as regards dates of payment to the contractors that the cost of progress made during the ensuing financial year will be thrown into the next.

It cannot, I think, be alleged with fairness against the Admiralty that they have failed to make a barely sufficient, but yet sufficient, provision in their estimates for the needs of the Fleet. The country will hold them to their undertaking to finish the vessels in two years, and if that be done the Treasury will have to meet the post-dated cheque which it is now drawing in order to overcome its difficulties of the moment. Lord Tweedmouth himself is apparently under no illusions as to the ultimate consequences of sweating the half-million off the vote for new construction, and failing to make the additions for which the country was confidently looking. In a significant passage he says:—

This programme suffices for 1908-9; whether, and to what extent, it may be necessary to enlarge it next year, or in future years, must depend upon the results made to their naval forces by foreign Powers. His Majesty's Government have every intention of maintaining the standard of the British Navy, which has hitherto been deemed necessary for the safeguarding of our national and Imperial interests. "Prave art." But the way to Tsushima is paved with good intentions.

There is an ominous clause lower down in Lord Tweedmouth's statement to which attention should be drawn. He says that delay has again been caused in the construction of contract-built ships by labour disputes, and adds, "a continuance of this delay may involve a modification in the number of ships given above." The national safety will admit of no modification; the Government programme is the bare minimum which can be accepted while the country is catching breath for an increased effort. It is the business of the Government to see to it that no such delay occurs. In this respect no truckling to Socialist-Labour demands can be permitted.

It is only fair to say, in conclusion, that we begin this year to reap the reward of the acceleration in construction which has been the rule since the advent of Sir John Fisher as First Sea Lord. Between the present date and April 1, 1909, the following armoured ships will be added to the commissioned strength of the Navy:—

Lord Nelson	Inflexible
Agamemnon	Indomitable
Bellerophon	Defence
Téméraire	Shannon
Superb	Minotaur
Invincible	Warrior

representing an addition of sixty-two 12-inch and forty-four 9.2-inch guns. To some extent the decreased vote for new constructions is, in proof that quick building is cheap building. There is less to pay for ships which are passing into obsolescence while yet under the shears. With the addition of these ships the British Navy will have reached its zenith of strength. To maintain the position involves inevitably greater demands on the nation in the future. Gerard Fienness in *Pall Mall Gazette*.

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY MEETING of the SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 26th March, 1908. [135]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Accounts to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 26th March, 1908. [136]

Intimations.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On TUESDAY, the 31st March:—

From Stonecutters in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 p.m. and finishing at 10 p.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.
Hongkong, 26th March, 1908. [137]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.00 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 3rd October, 1907. [152]

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 2nd July, 1907. [11]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOL'S PREPARATION.

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine,—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1886, E.

43RD HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 31st March, 1908.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

Agents issuing the Loan,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th March, 1908. [132]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [132]

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL,
Where I am sure to find the best
FRENCH BOMBONS,
LIQUEURS,
BURGUNDY,
BORDEAUX,
CHAMPAGNE
and
CLARET.
Hongkong, 20th January, 1908. [153]

Consignees.

S.S. "ARMAND BEHIC"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Medoa* and *Douro*, from Bordeaux ex S.S. *Ville de Lorient*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 6th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 6th April, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.
Hongkong, 2nd March, 1908. [14]

Consignees.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"NORE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd April, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 27th March, 1908. [17]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON, ANTWERP, COLOMBO AND STRAITS.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd April will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 2nd April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 27th March, 1908. [156]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 25th of March, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of April, at 9.30 A.M.

All Claims must reach us before the 5th of April, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 25th March, 1908. [18]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE, YOKOHAMA AND SHANGHAI.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 6th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 30th March, 1908. [157]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong, and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order and Collars and Cuffs repaired on old stock.

Ladies' and Children's Under-clothing, Children's Dresses and All kinds of Embroidery, Materials will be supplied, if required.

The Superiores will also undertake, gratuitously, for any FAVOR, or a SET of CUPS in her hand and which she will be pleased to receive orders for who are ready to be done.

Hongkong, 2nd March, 1908.

Intimation.

A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY

OF

Watson's

E

VERY OLD LIQUEUR

SCOTCH WHISKY

HAS BEEN ATTAINED BY ITS

Consistent Excellence

OF

Quality.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 9th March, 1908.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WHOLELY—\$15 per annum.

The rates per quarter and per month, proportional.

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On copies sent by post an additional \$1.00 per quarter is charged for postage.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 31, 1908.

KOWLOON-CANTON RAILWAY.

The current number of the now familiar *Far Eastern Review* has a special leading article on the address by His Excellency Sir Frederick Lugard on the Kowloon-Canton Railway. While eulogising the progress of the works on the line under British administration, the writer in our Manila contemporary does not appear to have a correct appreciation of the preliminary difficulties which have had to be overcome in connection with the survey of the Chinese section. The writer says: "The *Review* does not propose to indulge in the details of the history or the work already accomplished, that being reserved for a future number, but we believe that no enterprise affecting a part of the Far East could have greater significance than the Canton-Kowloon section in its relation to the future of Hongkong. The Chinese section construction has not been so satisfactory as desired and Hongkong watches with great interest every promise of effective activity. The progress made on the British section compared with the Chinese section indicates how much more satisfactorily the work would have progressed on the latter with foreign supervision. Many natural obstacles have to be overcome on the section, and disappointments endured, but these have not discouraged the Colony by any means. The work is now mapped out carefully and the survey completed so that every step taken henceforth will count. The tunnel which is the most difficult engineering problem of the work is now being constructed by the Chinese. It is a tunnel of 1,000 feet, and is to be completed in the end of the year."

year and 465 feet of the lining. Since that time, an average of 45 feet has been made and greater progress, anticipated as the equipment operates to its greatest capacity. Under the terms of the Chinese agreement with the British and Chinese Corporation, the construction of the Chinese section is in the hands of a competent British expert, Mr. Frank Grove, as Engineer-in-Chief, and it cannot be laid to his door that there has been any inordinate difficulty in surveying the route. The work was completed recently. The appearance of the Chief Engineer's notice in these columns last week inviting tenders for commencing with the earthwork sections of the scheme does not indicate any dilatoriness to push forward the building of the railroad which is certain to play such an important part in the future commercial destinies of Hongkong and its dependencies.

LOCAL AND GENERAL.

BARONESS Von Hutton and a lady friend are guests at Government House to-day.

The 13th Rajputs will move into canvas on 3rd proximo. The 105th Maharrattas will take over the mattedhans on arrival.

The semi-final tie between H.M.S. *King Alfred* and Hongkong F.C. will take place on the Club ground on April 4th at 4.30 p.m.

Mr. Matsuda has been appointed to be substantive Minister of Finance, Baron Sengo to be Minister of Justice and Viscount Hotta to be Minister of Communications.

FRIENDS of Mr. G. A. Woodcock, the genial secretary of the Sanitary Board, met on Blake Pier this afternoon to wish him *bon voyage*. Mr. Woodcock leaves for the homeland on a well-earned holiday.

A **WHITE** Paper just issued gives figures showing the destinations of the beer exported from the United Kingdom during the year ended Sept. 30, 1907. China took 2,739 barrels and Japan 408 barrels.

Five boatmen were fined \$50 each, at the Police Court, this morning, for boarding the steamer *Nam Sang* yesterday afternoon without permission. The accused boarded the vessel in search of probable passengers.

A **MEETING** held in London on 27th ult., under the auspices of the United Seamen's and Firemen's Union adopted a resolution condemning the action of shipowners in signing on Chinese firemen at a lower rate of wages than British seamen, and urging the Government to take such steps as would prevent the wholesale importation of Chinese seamen into British ships at reduced wages to the detriment of British seamen. It was stated officially at the headquarters of the Union that the immediate occasion of the protest was the engagement of 38 Chinese firemen and seamen aboard a steamship then lying in the West India Dock.

An extraordinary scene occurred on 26th ult. in the Lord Chief Justice's Court between two K.C.'s. The K.C.'s bench had been filled by a doyen of King's Counsel, and one of these gentlemen had taken his seat, when another, wearing of "silk" made a bid to pass to a seat nearer the centre than that occupied by his learned friend. "Some short, sharp words were exchanged, among which 'precedence' and 'cur' were distinguished. Then suddenly, to the astonishment of all in court, the two learned counsel were seen to be in heated and excited altercation. The dispute soon became a scuffle, and angry exclamations were heard from each. Eventually peace was restored through the intervention of several other counsel.

Mr. Consul-General Neville Rolfe, reporting on the trade of South Italy, mentions that there is some hope of business in oil with Japan, as that country is importing rather largely. It bought some 10,000 kilos (25,000 lbs.) from Italy in 1906, but nearly four times that amount was purchased from Spain, as well as important parcels on the markets of non-producing countries as, for example, the United Kingdom and Germany. The Japanese trade has proved very remunerative, great facilities having been accorded to importers. A Japanese expert was present at the Milan Exhibition of 1906 and sent a number of samples of Italian oil to the Japanese Government. These met with great approval in Japan, and the result may be a large expansion of trade in that direction. The Consul also states that the stopping of the Chinese opium traffic has caused an opening in China for the tobacco trade, and a Government Commission has been sent out to China with a view to ascertain what market is to be found there for Italian-grown tobacco. The Ministerial calculation gives £240,000 as the amount in value which might be exported from Italy. This would produce a profit to the State of £200,000 net per annum.

A MURDERER'S DRATH.

LIFE SENTENCE PRISONER DIES FROM CONSUMPTION.

An inquest was conducted at the Magistracy this afternoon on the death of Kiser Singh, a prisoner in the Victoria Gaol, who expired in the gaol hospital, this morning. Mr. F. A. Hazeland acted as coroner. The following composed the jury:—Messrs. I. Silbermann, H. A. Siebs and P. M. de Silva. The deceased was, formerly a watchman, and was about thirty years of age. On the 19th July, 1907, he and three other Indians were convicted at the Criminal Sessions and sentenced to the gaol for life. On the 25th July, the Governor-in-Council commuted their sentence to penal servitude for life. Not very long after this Kiser Singh, who was a victim to consumption, became ill. He died, as already stated, this morning. A verdict of death from natural causes was returned.

Hongkong Ship-building.

CHINESE RIVER GUNBOATS.

ORDERED FROM THE LOCAL DOCK CO.

When Admiral Li Chui, Commander-in-Chief of the Kwangtung Navy, was in Hongkong a couple of months ago, a member of the staff of the *Hongkong Telegraph* secured an interview with His Excellency. It was then ascertained that the purpose of His Excellency's hurried visit to the Colony had reference to inquiries for the building of certain vessels for the West River Patrol Service in pursuance of an engagement by the Waiwup, on behalf of the Chinese Government, with Sir John Jordan for the more effective policing of the waterways of South China where British trade interests were largely represented. Admiral Li then informed our representative that, for preference, the order for the building of the vessels required for the special service, would be placed with the Hongkong and Whampoa Dock Co. Since then protracted negotiations were carried on between the Chinese officials at Canton and the Dock Co. without intermission. Negotiations by correspondence, however, failed of prompt results. Mr. Robt. Mitchell, the chief manager, recognising the value of the "building" methods adopted with so much success now-a-days, decided to proceed to Canton personally and there continue the negotiations initiated by writing. He made several visits to Canton, but the exigencies of his duties at the head office necessitated his delegating his powers to his *fac totum*, Mr. Geo. Caldwell, who took up the task of prosecuting the tedious verbal negotiations in Canton. In pursuance of his plans he had to make repeated visits to the Chinese port and, thanks to his intimate knowledge of the Chinese character and his tact in dealing with the officials, Mr. Caldwell was soon a *persona grata* at the official yamen. The Chinese terms were exacting; much was required for comparatively little money, and the pressing character of the service demanded quick delivery of the vessels. However, Mr. Caldwell possesses the saving grace of patience, and by adopting the principle of "give and take" ultimately secured the contract for building the first two of a flotilla of river gunboats which will be required for the West River. The contract was completed at Canton yesterday and the deposit money paid over.

DESCRIPTION OF THE VESSELS.

In type the nearest resemblance to anything the Dock Co. has yet built, the new gunboats can be compared to the *Lung-ling* which the Company built for the Imperial Maritime Customs. The revenue cruiser is now attached to the Lappa Customs and is the same vessel which attained so much fame in connection with the seizure of *Tata Maru* about two months ago. The specifications of the new river gunboats are:—Length 120 ft., beam 19 ft., and depth 7 ft. 6 in. They will be built of oak with steel frames, and are to be provided with engines capable of developing fourteen miles per hour with twin screws. With ram bows the vessels will each carry two funnels and two masts. Besides the usual equipments for vessels of this type providing accommodation to suit the special requirements of the Chinese officers and crew they will have fittings for searchlights on board, apart from the electrical appliances for lighting and wireless telegraph installation. Gun-stools will be provided for five guns on each vessel. Forward will be placed a Krupp gun the four Maxims are to be disposed in the following manner: one on either side of the bridge, one aft, and one on the fighting top. For the special service these vessels are intended, it will be seen that their armament will be sufficiently formidable to strike terror into the hearts of the lawless brigands who have hitherto infested the waterways of Kwangtung and Kwangsi and by their depredations molested honest traders and peaceful travellers along the riverine districts of South China.

A SERIOUS OFFENCE.

SMALL-POX BODY IN AN AMERICAN'S HOUSE.

An American named A. G. Garr, residing at 8, Ladder Terrace, was prosecuted at the Police Court, this morning, at the instance of Sanitary Inspector Allen, for failing to report a case of small-pox which had broken out in his house on the 23rd instant. The patient—Miss Marie Gardner, a nurse in the employ of the defendant—has since died. The accused pleaded ignorance. It was stated that on the 2nd instant, Sanitary Inspector Allen was called to the first floor of 8, Ladder Terrace to remove the dead body of a woman named Marie Gardner, who had died from small-pox. The body was taken to the mortuary, and the house disinfected. In another room, it was asserted, the inspector found a little girl ill, presumably suffering from fever. During her illness, the child—the daughter of the defendant—was nursed by Miss Gardner. He had her removed to hospital for treatment, but she also died some days later. The defendant said he did not know that the nurse had contracted the disease until he received word from his wife while in Canton. When he returned to Hongkong he took the "necessary steps," but did not report the matter. If he thought the case was serious, law or no law, he would have notified the authorities. The magistrate (Mr. Wood) imposed a fine of \$5.

A **CHINAMAN**—the owner of a dangerous-looking "chow" was fined \$50 by Mr. F. A. Hazeland, in the Police Court, to-day. He was charged with permitting a ferocious dog to be at large unmuzzled. The dog, which was "set on" by a number of coolies, employed in the new buildings along Robinson Road, Kowloon, bit the trousers of Sergeant Moore, R.N. The dog was so ferocious it was stated that the two men of the Government force, who were along the road when the dog was seen, were

Sir John Jordan.

BRITISH MINISTER IN HONGKONG.

THE LANDING.

Sir John Jordan, H. B. M. Minister at Peking, arrived by the C. P. R. steamer *Montague* from Peking, via Shanghai, late this afternoon.

As soon as the *Montague* passed Lyemun Pass, Capt. Taylor, A. D. C. to the Governor, went out on the Government launch *Victoria* and boarded the steamer in Waichai Bay where she is anchored. Capt. Taylor extended to the British Minister the Colony's welcome. His Excellency landed at Murray Pier where a Guard of Honour of the 3rd Middlesex Regiment composed of one hundred of the rank and file, under three officers, with Regimental Band and Colours were drawn up. The Guard presented arms upon Sir John's landing at 4.15 p.m., and a salute of nineteen guns was fired. After inspecting the Guard, the British Envoy proceeded to Government House where he will be the guest of Sir Frederick and Lady Lugard. There will be an informal dinner at Government House this evening, and in all probability Vice-Admiral Sir Hedworth Lambton, C.B., the new Commander-in-Chief, will meet Sir John to-day. The British Minister will visit Canton before returning to Peking. At the moment several important pending questions of the greatest interest to Hongkong remain to be solved at the Southern Capital. Sir John has rendered eminent services to the Chinese Government and his latest advice to the Waiwup on the *Tata Maru* affair timely averted the straining of relations between the Governments of China and Japan.

AT SHANGHAI.

Sir John N. Jordan, K.C.M.G., who is making a brief tour in China and is now on his way to Hongkong, arrived here by the C. N. S. *Engfien* yesterday afternoon, reports the *N. C. D. News* of the 24th March. The vessel had been expected in the morning, but it was 5.30 p.m. when she anchored off the Customs Jetty flying the Union Jack at the fore. As she passed H.M.S. *Flora* the latter's deck was lined with blue-jackets and a squad of scarlet-clad marines presented arms on the fore-castle. The *Engfien* anchored in mid-steam and a steam pinnace from H.M.S. *Flora* went alongside and brought the British Minister and Mr. S. F. Mayers, who accompanied him, ashore. On the Customs Jetty Sir John Jordan was met by Sir Pelham Warren, Sir Haviland de Saussure, Sir Alexander Hosie, Captain Nugent R.N. (of H.M.S. *Flora*), the staff of H.B.M.'s Consulate General in Shanghai, Mr. D. Landale and several members of the Council, Lt. Colonel C. D. Bruce, Lt. Colonel Watson and Captain C. J. Collyer (representing the Volunteers). After shaking hands with the officials who had come to meet him, Sir J. N. Jordan entered Sir Pelham Warren's brougham and drove to the Consulate, accompanied by an escort of Sikh troopers.

Dinner for thirty-eight covers was served last night at the British Consulate-General, where Sir John Jordan will be the guest of Sir Pelham Warren for a few days. According to present arrangements the British Minister will leave for Hongkong on Friday on a private visit to the Governor.

CANTON DAY BY DAY.

CHEAP RICE.

[From Our Own Correspondent.]

Canton, 30th March, 1908.

Owing to the delay in completing the four matcheds to be erected in different places for the purpose of selling cheap rice to the poorer class of the community, it was decided at a meeting held yesterday, by the committee of the Cheap Rice Distribution Bureau, that the distribution of rice should be effected from the 12th proximo.

BANK FAILURES.

During the last few days the firms, Yun Wo and Hip Wo, both in Pak Mai Street, Luk Wo in Hin Chiu Fong Street and two other native were unexpectedly closed. It is now ascertained that all those firms belonged to one and the same proprietor, Ho Yui Sang, and their sudden closing was through the man's heavy losses in gambling.

TYPHOON DAY ECHOES.

AN INSURANCE CLAIM.

A special jury was empanelled at the Supreme Court, this forenoon, to decide an action which was brought by Kwong Tak Hing against the Yuen On Marine and Fire Insurance Company. The claim was for \$4,320, being the sum a quantity of goods were insured for and lost during the typhoon of 18th September, 1906.

The Chief Justice (Sir Francis Piggott) presided. The jury members were:—Messrs. C. H. Grace (foreman), A. H. Skelton, David Haskell, E. H. Hinds, D. R. Law, Henry Humphreys and W. M. Scott.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Johnson, appeared for the plaintiff, Mr. M. W. Slade, instructed by Mr. O. D. Thomson, was for the defence.

Mr. Pollock outlined the alleged facts of the case at length. Briefly, they were that on 18th September, 1906, at 9.10 a.m., defendants entered into an agreement with the plaintiff in which the defendant firm insured certain goods then on board the *Ho Hop* junk against perils of the sea. The goods consisted of hide and glue. About an hour or so after making the agreement the goods were lost in the harbour by the typhoon. The plaintiffs tendered to the defendant firm the premium and asked for the payment of \$4,320, the defendant, however, refused.

The Japanese Boycott.

AGITATION SPREADING.

MEETING AT FAISHAN.

[From Our Own Correspondent.]

Canton, 30th March, 1908.

I have already reported that the Japanese boycott movement has spread at Faishan. A meeting is reported to have taken place there yesterday, when the number of people present was by no means insignificant, though the population of that town is far smaller than that of Canton. The representatives of the Canton Self-Government Association were also present at the meeting and they were requested to deliver speeches on the iniquity of the release of the Japanese steamer and the Japanese boycott as the outcome thereof. All those present were deeply moved on hearing the discourses given by the speakers, and most of them showed visible signs of emotion. They were all of the opinion that the best scheme of retaliation on the Japanese was to boycott Japanese goods, and at the meeting the assembly declared their pleasure in joining the Canton people in the movement. The meeting ended at about 4 p.m. in the afternoon.

SANITARY BOARD.

FORTNIGHTLY MEETING.

The usual fortnightly meeting of members of the Sanitary Board was held this afternoon. Following was the business conducted:—

A MARKET AT KOWLOON POINT.

Further correspondence relative to the market at Kowloon Point was submitted. A letter from the D. P. W. was read, as follows:—

14th February, 1908.

Sir,—I herewith forward, for submission to the Board, a preliminary plan of the market proposed to be erected at Kowloon Point. It will be observed that the building is designed to be a two-storeyed one and that it is intended, in the first instance, to occupy only about half the area of the site reserved for the erection of a market, namely, the portion coloured pink. The full extent and arrangement of the building, also, however, indicated on the plan.

(Sd.) W. CHATHAM, D. P. W.

The Secretary, Sanitary Board.

FOOT AND MOUTH DISEASE.
The report of the Colonial Veterinary Surgeon regarding the outbreak of foot and mouth disease in the Kennedy Towns Cattle Depots is appended. The report reads:

24th March, 1908.

Hon. P. C. M. O.—I beg to report that foot and mouth disease has appeared in the Kennedy Towns Cattle Depots in a more virulent form than usual. This disease has been present to a greater or less extent in the depots since I have known them, but always in a very mild form, so mild as to be very often all but impossible of recognition, except on post-mortem. For the first time it has appeared in a more virulent form than usual. This disease has been present to a greater or less extent in the depots since I have known them, but always in a very mild form, so mild as to be very often all but impossible of recognition, except on post-mortem. For the first time it has appeared in a more virulent form than usual. This disease has been present to a greater or less extent in the depots since I have known them, but always in a very mild form, so mild as to be very often all but impossible of recognition, except on post-mortem. 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The Health Bill.

MR. LAU CHU PAK'S CRITICISMS.

"NO AXE TO GRIND."

At the meeting of the Sanitary Board this afternoon a letter from the Government forwarding copies of the Bill amending the Public Health and Buildings Ordinance, was laid on the table. Mr. Lau Chu Pak had the following to say thereon—

The new Bill, practically, resolves itself into four parts, viz.:

- To alter the constitution of the Sanitary Board;
- To place the assistant medical officers on the same footing as the Medical Officer of Health;
- To take away from the Sanitary Board certain powers as regards buildings and drains and confer them on the Building Authority, who is the Director of Public Works; and
- To give arbitrary power to the Building Authority.

I am afraid, when the Bill in its present form, has been passed into law, it will, instead of improving the existing state of affairs, tend to make matters worse, so far as landed property is concerned. Whatever people may say, the welfare of the Colony depends, to a large extent, on the value of its lands. By piling restrictions upon restrictions, while the value of the land already built upon is going down, the new building sites will not be looked upon with a favourable eye by investors. I am not in a position to say much of the European property owners, but, in the case of the Chinese, I hear nothing but complaints caused by the present measures, which should be relaxed, and not made more stringent. The hardships and suffering inflicted on the property owners are bound to reflect on their tenants and are, consequently, bound to reflect on the general welfare of the Colony. Personally, I do not mind what the law will be, as I am not much interested in landed property, owing only a small share in some houses within the European Reservation, which are provided with more open space than any law requires. In my case, it cannot, therefore, be said that I have my own axe to grind.

Part (b) scarcely calls for any comments; so I will confine my observations to parts (a), (c) and (d).

When the Medical Officer of Health was first appointed a member of the Sanitary Board, all the unofficial members, with the exception of one, who happened to be absent from the Colony on leave, strongly objected to his appointment, and, in order to show their objection in the most effective manner, they all resigned to a body. Since I joined, the same question cropped up again, and the majority of the members agreed that the Medical Officer of Health, who is merely an adviser to the Board, should not be allowed to have a seat on the Board. He might be, and he is allowed at present, to attend the meetings of the Board and fully explain his views, when invited to do so. But, in no case, should he be allowed to vote on his own recommendations. What I said at the time, I would repeat now: "I agree also that the Medical Officer of Health as the Chief Executive Officer of the Board should not have a seat on the Board; as in the whole Public Health Acts of England the duties of the Medical Officer of Health are, I find, to carry out the orders of the local authority or Board. It is absurd, therefore, that the Medical Officer of Health should vote at the meeting of the Sanitary Board and take orders from it at the same time." All these years, what the Medical Officer of Health has been doing is actually the work of an engineer, a clerk and a sanitary inspector combined. I will maintain that, as the medical adviser to the Board, or, in fact, to the Government, it would be more in accordance with his position and dignity, if he had confined his attention to the study of infectious and contagious diseases in the Colony, bacteriological researches and such other work as a medical man has been specially trained for, and not devoted almost all his time to superintending the sanitary inspectors, inspecting houses and conducting correspondence and prosecutions. If he had done his proper work, there would have been a saving to the Government in other directions. In order to emphasize my point, I strongly recommend that the Government of Hongkong obtain, in detail, from the Shanghai Municipality the duties of the Medical Officer of Health of that port. A comparison of the duties performed by the Shanghai and the Hongkong Medical Officer of Health will bear out my contention that the Medical Officer of Hongkong has never properly performed the duties appertaining to such a position.

In the old days, there was no Sanitary Department working independently of the Board, which was created, when Ordinance No. 23 of 1903 was enacted. At the Government firmly insists on having a more direct control of the sanitary affairs of the Colony and of the administration of the sanitary laws through a head and as the Board is after all merely a semi-official organ, not having the powers of a municipality, I think, under the circumstances, the appointment of a cadet as the Administrative Head of the Sanitary Department is probably the best arrangement that can be made. But still, I do not think he should, ex officio, be the President of the Sanitary Board. In the first place, the cadet so appointed will, I think, be a junior, and as a junior, it is hardly probable to allow him to rule his seniors on the Sanitary Board. In the second place, I am decidedly against the Head of the Sanitary Department being given the power to decide what questions should be laid before the Board. All questions that are distinctly not of a routine nature should be submitted to the Board. If the Head of the Sanitary Department is to decide, as yet, present, what questions shall or shall not be submitted to the Board, there will continue to run in the same way as the Board has been during the last few

years. My opinion on this subject is this, as the Government does not like to allow the members of the Board to elect their own chairman, one of the senior official members should be appointed the president, the Registrar General being the most suitable man, because the sanitary measures introduced affect the Chinese inhabitants the most, and in promoting things sanitary it is desirable to elicit Chinese sympathy and co-operation. It may be argued, here, that by making the Registrar General the president of the Board, more work will be given to him than he has time to do. But as a member of the Board he must see all those questions, which are submitted to the Board, and, therefore, by making him the president of the Board, he will only have, in addition, such other questions as the Head of the Sanitary Department has been in the habit of dealing with, without consulting the Board. As I have already stated, all the questions, which are not of a routine nature, should be submitted to the Board. If this is done, the Registrar General as a member of the Board will see as many questions as he would, if he were the president of the Board, and, therefore, the making him the president will not increase his work. The administrative Head of the Sanitary Department may be a member of the Board having the same status as the other members, since his position, plainly speaking, is similar to that of a select committee appointed by the Board to carry out its decisions.

I now come to parts (c) and (d), which can be more adequately and fully commented upon by experts than by laymen. But, however, in respect of one point, I will state what my reading of the Bill has impressed upon me. As it stands at present, the Bill curtails the privileges of appeal enjoyed by the property owners. Under the principal Ordinance, the Governor-in-Council had the advantage of the recommendations of the Sanitary Board, when considering the advice of the Government experts. The proposed Ordinance confers almost absolute power on the Building Authority, in so much as the owners of property will, in future, have no other authority to appeal against the decision of the Building Authority, except the Governor-in-Council, and the Building Authority, who is no other than the Director of Public Works, is, I may say, the only expert adviser in building matters on the Governor's Council. In short, the Building Authority will, practically, be the only judge of his own action. I am, therefore, of the opinion that application for modifications of and exemptions from the requirements of the Ordinance should be considered by the Sanitary Board, and the Board's recommendations forwarded to the Governor-in-Council as at present. But I am, also, of the opinion that, when an application is considered in Council, the applicant or his architect should be allowed to attend and give any additional explanation that may be required.

18,308.

In addition to what I have already said in my last minute, I should like to refer to a few of the remarks in the introductory speech made in the Legislative Council at the first reading of the Bill.

That the five gentlemen, who served on the Commission were not representative of the community depends on how they were looked upon by the Government and the public. It would be interesting to know, if the original six would have been representative, had Mr. Pollock remained on as the Chairman. It may be said that the views of the same gentlemen, stated from time to time on the Sanitary Board, were also not representative of the views of the community, as the majority of them are Government nominees. Since they were not looked upon as representing the community, why were they ever appointed on the Commission or Sanitary Board at all? Did it not place them in a ridiculous position?

As regards the power of the Commission, which were, practically, said to have been exceeded, I submit that the Commission kept well within the terms of their appointment, which might not have been correctly understood by the Chinese members, limited as their knowledge of English members. To investigate the administration of the sanitary laws necessarily entails more or less the investigation of the laws themselves. In some cases, as it was discovered, unjust administration was due to the injustice of the laws. I recollect, while the Commission was sitting, the Chairman was in constant communication with the Government, and whenever any doubt occurred as to the powers of the Commission, the Governor or the Colonial Secretary was consulted before action was taken. Why was it not pointed out to the Commission at the time, if they had gone beyond the scope of their investigation? Personally, I have never entertained the idea that the Colony should be ruled by a majority of the Sanitary Board, and I am sure, I can say as much, too, on behalf of my colleagues. What was recommended and thought desirable was that the Board shall be given such powers and its system of work organized in such a manner as not to make it appear to be a mere figure-head.

20,308.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 31st at 11.55 a.m.—The barometer has fallen rapidly in N.E. Japan owing to the depression which is moving Eastwards over Hokkaido.

Pressure is inclined to give way again over China. It is highest over the Yellow Sea.

Gradients continue slight, and light or moderate E. and S.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST.

—Hongkong and Neighbourhood, E. to S.E. winds, light or moderate; cloudy, mist or fog.

—Formosa Channel, same as No. 1.

—South coast of China between Hongkong and Lamocky, same as No. 1.

—South coast of China between Hongkong and Hainan, same as No. 1.

A CURIOUS CLAIM.

SHOPS' SOLATION.

A rather curious claim was brought at the Supreme Court this morning, by a shop coolie named Cheung Wa, of 33, Gage Street, to recover, from the Cheong Fat Lung firm, of 144, Wing Lok Street, the sum of \$1,000.

Mr. Reginald Harding appeared for the plaintiff, Sir Henry Berkeley, K.C., instructed by Mr. P. Sydenham Dixon, appeared for the defendant firm.

Mr. Harding stated that on the 9th April last plaintiff's brother met with an accident in the defendant's shop. He fell off the roof of the house and was killed. Plaintiff being the only relation of the deceased, one of the managers of the firm gave him \$1,000 to comfort him, and also to have his brother's body removed to Canton. After receiving the money, plaintiff, in the course of the same day, deposited the money with the defendant firm and got a receipt for it. The story, Mr. Harding said, may seem extraordinary, but he would call the plaintiff to speak as to what occurred and to prove the genuineness of the check on the receipt.

Plaintiff, called, said he was now a shop coolie in a restaurant. Formerly he was in the employ of the defendant firm. He had a brother—Cheung Fui—who was also employed by the defendant firm. Cheung Fui died on the 12th April last.

Mr. Harding—I want you to tell the Court as short as possible how he met his death.

Plaintiff—I don't know how he met his death. All I know is that he went up to the roof with the master of the defendant firm—Cheung Kai—and fell off the roof.

Did you see him die?—Yes.

Was Cheung Kai on the premises when this man died?—Yes.

Any other masters?—Yes, Tsung E Cheung, the chief manager.

Is Tsung E Cheung alive?—He is dead—on the 24th August last.

Now, at the time that your brother died, was there any money given you?—Yes, Cheung Kai gave me \$1,000.

What time did he hand you the money?—At about 2 a.m. on the 10th April.

When you got the money what did you do with it?—I counted it out, found it correct, and placed it in my box.

You were still employed by the defendant firm?—Yes.

What happened afterwards?—Afterwards, my brother died from the injuries he received.

And then?—I gave the \$1,000 back to the manager to keep for me and got a receipt for it.

What arrangements were made for the disposal of your brother's body?—Soon after his death his body was taken in an ambulance to the Central Police Station.

What happened to Cheung Kai, the second manager?—He disappeared.

Did he give any information to the police?—No.

Did you look after the disposal of your brother's body?—Yes.

Why did they give you this \$1,000?—Cheung Kai said he gave it me to "cure" my brother.

By Sir Henry—Was the date on the receipt you got?—10th April, 1907.

And when did Tsung E Cheung die, did you say?—24th August last.

Why did you not sue for the debt during the life time of Tsung E Cheung? Why did you wait till he died?—Because I was still working there, and thought I could get the money when I wanted it.

The story, I believe, is that Cheung Kai gave you as a present \$1,000 at two o'clock in the morning?—Yes.

And the next morning you lent the money to the firm?—Yes.

Did you offer to lend the money, or did he ask you for it?—I put it in the business—for the use of the shop.

And you remained as a coolie until March this year?—Yes.

Have you received interest on that deposit?—At first no, but when I asked for it I was told that it would be placed to my account.

Evidence was called.

The case was still proceeding when we went to press.

PORTUGUESE BOY'S MYSTERIOUS DEATH.

FATAL TERMINATION TO ALLEGED ASSAULT BY A CHINAMAN.

The police at headquarters are at the present moment making inquiries into the death of a Portuguese lad—Lacertes dos Remedios—who died yesterday under circumstances which point to foul play.

The lad, who was about twelve years of age, lived with his family at 20, Regin Street. At about four o'clock yesterday afternoon he went out with some friends to play. He was back home shortly afterwards, and complained to his mother of feeling unwell. In the next moment he was seized with a fit of vomiting. He explained, in reply to his mother, that he suffered severe pains in the stomach, and about a quarter of an hour later, before medical assistance could be summoned, the lad expired. Prior to his death he informed his bereaved mother that he was struck by a coolie in the stomach while at play.

The police were called in, and the lad's remains removed to the morgue. A post-mortem examination was then held, death, in the doctor's opinion, being caused by a ruptured spleen.

In company with the deceased's brother Detective Sergeant O'Sullivan, this afternoon, began the necessary inquiries which, we hope, will end with good results.

REPORTS to Japan papers state that the authorities concerned have decided to carry out the first period of the improvement of the Taiwan harbour at a cost of ¥10,000,000, the work extending over five years. The aim is to enable the port to receive or export 2,000,000 tons of cargo. The annual volume of trade is about 1,000,000 tons.

OPIMUM SUPPRESSION.

CHINA'S RESTRICTION OF IMPORTATIONS.

The following letter from the India Office to the Foreign Office is the last included in the last series of correspondence respecting the Opium Question in China presented to Parliament last month:—

India Office, February 11, 1908.
Sir,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, forwarding a copy of a telegram from His Majesty's Minister at Peking, dated the 27th ultimo, on the subject of the restriction of the import of Indian opium into China.

In reply, I am to say that the Government of India will be informed that the Chinese Government, in lieu of their original proposal to restrict, by direct measures taken at the ports, the quantity of foreign opium imported into China, in each year, have accepted the counter-proposal of His Majesty's Government that as regards Indian opium the restriction shall be of an indirect nature, and will be enforced by the Indian Government, which will limit the quantity of opium exported beyond seas to 61,900 chests in the present year, 55,800 chests in 1909, and 51,700 chests in 1910.

The counter-proposal was stated to be contingent on arrangements for the restriction of the import of Persian, Turkish, and other opium, being made and brought into operation by the Chinese Government. I am to ask that information as to the measures which may have been taken in this respect may be obtained from His Majesty's Minister. I am, however, to say that the Government of India will be instructed to enforce immediately the restrictive measures which have been agreed to on behalf of India, without insisting on the prior fulfilment of the conditions that similar restrictions would be simultaneously enforced in respect of the import of non-Indian opium.

I am to suggest, for Sir Edward Grey's consideration; that when the discussion about raising the import duty on foreign opium is resumed by the Chinese Government, His Majesty's Minister might conveniently invite that Government to define and limit, as part of any arrangement that might be concluded, the powers of the Provincial Governments as regards the levy of licence or consumption taxes under clause 5 of the Additional Article to the Chefoo Convention, so as to secure the provisions of that Agreement from infringement. Attempts have been made to collect the "prepared opium" tax from others than the actual retailers, to convert it into a tax on unopened chests, or to make it fall more heavily on foreign than on native opium, and these attempts have given rise to considerable friction. If the consolidated duty payable at the ports is to be enhanced, it seems desirable that in return the Imperial Chinese Government should give some guarantee that opium which has paid the import duty shall not be unfairly taxed, against the terms of the Additional Article, by the Provincial Governments.

I am, &c.

(Signed) A. GODLEY.

THE 105TH MAHARATAS.

TO ARRIVE THIS WEEK.

The R.M.S. *Dufferin*, with the undermentioned units, left Singapore on 29th instant and may be expected here on 3rd prox. If possible the vessel will be berthed at Kowloon the evening she arrives or as early as practicable the next day:—

105th Maharattas:—7 British officers, 1 lady, 2 children, 1 bandmaster, 18 Native officers and hospital assistants, 784 Native other ranks, 44 public followers, 23 private followers, 2 horses, 5 Co. H.K.S. Bn. R.G.A.—3 British officers, 2 British non-commissioned officers, 1 Native officer, 54 non-commissioned officers and men, 3 women and 2 children, 3 followers.
2 Co. H.K.S. Bn. R.G.A.—1 British officer, 2 British non-commissioned officers, 1 Native officer, 85 non-commissioned officers and men, 5 women and 5 children, 3 followers.

Disembarkation will commence on the morning of the 4th proximo in the following order:—1.—2 Co. H.K.S. Bn. R.G.A. 2.—5 Co. H.K.S. Bn. R.G.A. 3.—105th Maharattas.

A PONY'S TERRIBLE DEATH.

FELL OVER AN EMBANKMENT ON KENNEDY ROAD.

A day or two ago the Wanchai police were called out to put an end to the sufferings of a China pony which had fallen from the top of Albany Road into a pipe yard in Nullah Lane—a distance of some twenty odd feet.

It appears that the day in question a foreign gentleman, who had intended to purchase a pony from a friend, took the animal out on trial. He rode up the Wanchai Gap, and, arriving at the junction of Kennedy Road and Albany Road, misfortune overtook him. The pony—a rather lively one—took fright at this point, and in swerving to one side, slipped down the small embankment, a couple of feet high, which separates the two roads, dislocating his left hind leg up to the hip, and pitching off his rider. Realizing the serious condition of the pony, the gentleman rushed down the road in search of assistance. During his absence the pony scrambled to his feet, and in so doing got too near the edge of the road and fell over the second embankment into a pipe yard.

The pony was found by the police lying on a heap of broken drain pipes, bleeding copiously from his wounds. It was at once noticed that the brute's injuries were incurable, and a shot from a revolver soon put him out of suffering.

A REMARKABLE case was concluded in the Criminal Sessions yesterday afternoon when three Chinamen, standing their trial for conspiracy and false pretences, were found guilty by the jury and acquitted. The Criminal Sessions were then adjourned.

Today's Advertisements.

WANTED.

TWO Qualified MEDICAL OFFICERS with British Qualifications. Apply to—
Dr. D. R. F. PAUL,
China Commercial Steamship Company,
Between 10 and 12 a.m. and 2 to 4 p.m.
Hongkong, 31st March, 1908. [381]

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our firm Ceased this day.
LEIGH & ORANGE.
Hongkong, 31st March, 1908. [377]

NOTICE.

MR. ALBERT EDWIN GUFFIN, Assoc. M. Inst. C.E., is from May 1st, 1908, admitted a Partner in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of LEIGH & ORANGE.
LEIGH & ORANGE.
Hongkong, 31st March, 1908. [378]

JAPANESE MASSAGE,

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL.

No. 366, PRAYA EAST, WANCHAI, HONGKONG.
Telephone 564.

TERMS:

SINGLE ENGAGEMENT (one hour)...\$ 2
ONE WEEK 10
ONE MONTH 30

Attendance at Patients' Residence.

Hongkong, 31st March, 1908. [379]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAI TAN."
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 3rd April, at 10 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 31st March, 1908. [380]

PUBLIC AUCTION.

THE Undersigned have received instructions from E. JONES, Esq., Harbour Office, to sell by
PUBLIC AUCTION,
on

SATURDAY,
the 11th April, 1908, at 2.30 P.M., within his residence, No. 4, Victoria View, Kowloon,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
THEIRIN CONTAINED,
Comprising—

TAPESTRY and PLUSH-COVERED DRAWING ROOM SUITE, CANTON CARVED BLACKWOOD TABLE and FLOWER STANDS, PICTURES, BOOKCASE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES and BUREAU with BEVELLED GLASS, CHEST OF DRAWERS, IRON BEDSTEADS with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.
ALSO
ONE COTTAGE PIANO by the Robinson Piano Co.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 31st March, 1908. [382]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo who are hereby informed that their Cargo will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd April, will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 31st March, 1908. [380]

"AFTER MANY WEEKS."

A PITIFUL SIGHT AT THE MAGISTRACY.

After being a patient in hospital for nearly two months suffering from the effects of a fall which he received while robbing a house at Wanchai, Lo 1, alias Wong Tai, the accused, had to be lifted into the Police Court, this morning, to answer a charge of stealing goods to the value of \$55.70 from a woman residing at 8, Macgregor Street. At about three o'clock on the morning of 8th January, the accused climbed up the water-spout attached to No. 8, Macgregor Street, and, pushing open a window, entered the second floor. He had collected about \$50 worth of property, including a cash-box containing \$75 in cash and a quantity of jewellery, and was proceeding to leave the house with the bundle when he was seen by one of the inmates and pursued. Being thus surprised, accused rushed for the window and jumped over—a fall of about thirty feet. He was found unconscious in a gutter, with the stolen goods scattered beside him, and was removed to hospital. Accused is not altogether well even up to now. His foot was bound up when seen this morning and it is impossible for him to walk. He pleaded guilty to the charge and was sentenced to six weeks' hard labour.

Intimations.

THE ROBINSON PIANO CO., LD.

AGENTS FOR THE FAMOUS "VICTOR" TALKING MACHINES.

A comprehensive stock

or

MACHINES & RECORDS.



Hongkong, 27th February, 1908. [35]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [37]

F. BLACKHEAD & Co.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

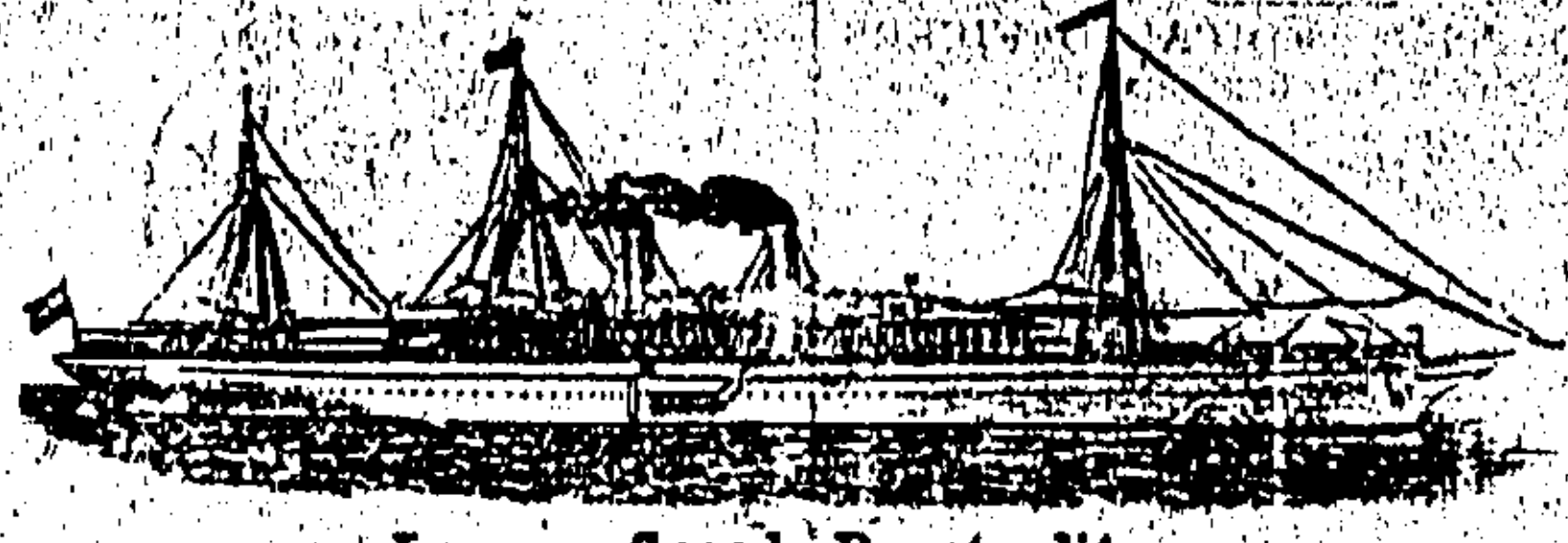
Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR BOOTCH WHISKY, &c.

EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

REOPENED 7th March, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empire Line". Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA".....6,000.....	THURSDAY, April 9th	April 10th	
"MONTEAGLE".....6,163.....	WEDNESDAY, April 22nd	May 16th	
"EMPRESS OF JAPAN".....6,000.....	THURSDAY, May 7th	May 25th	
"GLENFARG".....3,700.....	WEDNESDAY, May 20th	June 18th	
"EMPRESS OF CHINA".....6,000.....	THURSDAY, June 4th	June 22nd	
"LENNOX".....3,700.....	WEDNESDAY, June 17th	July 16th	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.

THE Highest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 42 days, from YOKOHAMA, and 29 days from HONGKONG.
Hongkong to London, 1st Classvia St. Lawrence River Lines or New York 47/10.
Hongkong to London, Intermediatevia St. Lawrence River Lines or New York 47/10.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 25th March 1908
D. W. ORADDOCK, General Traffic Agent for China, Japan, India, and Australasia.
Corporal Fuller Street and Praya. 115

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	TINGSHANG	WEDNESDAY, 1st April, Noon.
SHANGHAI	YAI SHING	THURSDAY, 2nd April, 4 P.M.
TIENTSIN	CHEONGSHING	FRIDAY 3rd April, Noon.
SHANGHAI, YOKOHAMA, KOBE	YANISANG	FRIDAY 3rd April, Noon.
MANILA	YUENSANG	FRIDAY, 3rd April, 4 P.M.
SGAPORE, PENANG & CALCUTTA	FOO TSANG	FRIDAY, 10th April, Daylight.
MANILA	LOO VGSANG	FRIDAY, 10th April, 4 P.M.

RETURN TOURS TO JAPAN.

Occupying 24 Days.
The steamers *Katsura*, *Nansang* and *Kinsang* leave about every 3 weeks for Shanghai and Yokohama (via Japan) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 31st March, 1908.

CHINA-NAVIGATION CO., LIMITED.

For	STEAMERS	TO SAIL.
SHANGHAI & CHINKIANG	"YUNNAN"	1st April, 4 P.M.
HOIHOW & HAIPHONG	"HUPH"	2nd " 10 A.M.
NINGPO & SHANGHAI	"TAMUI"	2nd " 4 P.M.
SHANGHAI	"YOHOW"	3rd " "
MANILA	"TEAN"	7th " "
SHANGHAI	"KIUKIANG"	8th " "
CEBU & ILOILO	"KATONG"	11th " "
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st March, 1908.

HONGKONG—MANILA.

Highest Class, lowest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 4th April, at Noon.
RUBI	2540	Almond	"	SATURDAY, 11th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 18th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th March, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS and SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship: To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 28th March, 1908.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APCAR"
Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 1st April, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 31st March, 1908. 1366

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND
HAMBURG.

THE Steamship

"MONMOUTHSHIRE"
will be despatched for the above Ports, TO-MORROW, the 1st April, at Noon.
Doctor and Stewardess carried.
For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 31st March, 1908. 1370

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).With liberty to call at HONOLULU and
SALINA CRUZ.

Steamers	Tons	To sail
KASATO MARU	6,100	Some time First half of April.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 17th February, 1908. 138

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"TUDOR PRINCE,"
Captain Macdonough, will leave for the above Ports, on or about TUESDAY, 21st April.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 17th March, 1908. 1309

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumakura	6,222	Cowley	14th May.
Kawakura	6,606	Roberts	20th May.
Tremont	6,606	Garlick	19th June.

CHEAP FARES, EXCELLENT ACCOMMODATION—ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.
† Cargo only.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 18th March, 1908. 13920

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"—Capt. H. W. WALKER.
"KWONG SAI"—Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Sunday excepted).
Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).
These Fine New Steamers have unequalled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
SHEWAN TOMES & CO., LD.,
General Agents.

For Freight and further information, apply to
YUEN ON S.S. CO., LD.,
SHEWAN TOMES & CO., LD.,
General Agents.

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YUEN ON S.S. CO., LD.,
SHEWAN TOMES & CO., LD.,
General Agents.

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General Agents.

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YUEN ON S.S. CO., LD.,
SHEWAN TOMES & CO., LD.,
General Agents.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "WRAY CASTLE".....7th April, 1908

S.S. "SIKH".....28th April, 1908

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th March, 1908. 136EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on SATURDAY, the 25th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th March, 1908. 1376

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily Sunday excepted, to receive and deliver delectable goods.
WM. FARLANE,
Manager.
Hongkong, 22nd June, 1908. 161

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND
SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Hongkong, 3rd January, 1908. 16

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 2nd September, 1907. 16

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a condition which breaks down as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same (the more prominent being sleeplessness, loss of appetite, nervousness, depression of spirits, and want of energy for all the ordinary duties of life. Now, what alone is absolutely essential in all such cases is increased vitality (or vigor). VITAL STRENGTH & ENERGY

is the key to these morbid feelings, and experience proves that an eight seconds day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION No. 3

than any other known remedy. So surely as it is taken, in accordance with the printed directions accompanying it, will the shattered vitality be restored, and the patient be enabled to throw off these morbid feelings, and experience proves that an eight seconds day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION No. 3

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 28th March, 1908. 100 lbs. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D 19

" Corned—Ham Ngau Yuk 19

" Roast—Shiu 19

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 15

" Sirloin—Ngau Lee 28

" Sausages—Ngau Yuk Chang 26

" Ballock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" " Corned—Ham Ngau Li 55

" Head—Ngau Tau 12

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 19

" Feet—Ngau Keok 10

" Kidneys—Ngau Yiu 7

" Tail—Ngau Mei 12

" Liver—Ngau Con 17

" Tripe (undressed)—Ngau To 7

" Calves' Head and Feet—Ngau-chai-tau-keok 1.00

" Mutton Chop—Yeung Pai Kwat 22

" Leg—Yeung Fei 22

" Shoulder—Yeung Shau 20

" Pig's Chitlings—Chi cheong 23

" Brains—Chi Know 12

" Feet—Chi Keok 12

" Fry—Chi Chak 15

" Head—Chi Tau 18

" Heart—Chi Sum 7

" Kidneys—Chi Yiu 7

" Liver—Chi Koon 28

" Pork Chop—Chi Pai Kwat 23

" Corned—Ham Chau Yuk 23

" Leg—Chi Pei 23

" Fat of Lard—Chu Yau 18

" Sheep's Head and Feet—Yeung Tau 50

" Keok 50

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 28

" Sucking Pig, To Order

SHARE QUOTATIONS.

Supplied by Messrs. R. S. Kadoorie & Co. Corrected to noon; latest alterations given under "Commercial Intelligence" page 3.

STOCKS	NO. OF SHARES	PAID UP	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	MARKING QUOTATIONS
BANKS							
Hongkong & Shanghai Banking Corporation	122,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$10,000,000 }	\$2,400,187	Final of 12 on old and 12.10 on new shares for 1-year ending 31.12.07	51 1/2 \$1000 sales London 1/2
National Bank of China, Limited	93,915	£2	£0	{ £12,751 £100,000 £100,000 }	\$71,793	\$2 London 1/6 for 1907	51 1/2
MINING INSURANCES							
Canton Insurance Co., Limited	10,000	\$250	\$50	{ \$1,000,000 \$20,000 \$10,000 }	none	\$20 for 1906	8 1/2 % \$140
North China Insurance Co., Limited	10,000	£16	£5	{ £100,000 £10,000 £10,000 }	Tls. 204,424	{ Final of 7/6 per share making in all 15/- for 1906—Tls. 2.05 }	6 % Tls. 31 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 £100,000 £100,000 }	\$1,400,400	{ Final of 1/2 making \$42 for 1907 and interim of 1/2 for 1906 }	5 % \$840 sa. and b.
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$100,000 \$10,000 \$10,000 }	\$504,520	1/2 for year ending 31.12.13	... \$150 sales
Do. do. (new)	4,000	\$100	\$50	{ \$100,000 \$10,000 \$10,000 }	\$1,981	1/2 for year ending 31.12.13	... \$140 buyers
FIRE INSURANCES							
China Fire Insurance Co., Limited	10,000	\$100	\$20	{ \$1,000,000 \$10,000 \$10,000 }	\$372,432	\$6 and bonus \$2 for 1906	9 % \$80
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	{ \$2,000,000 \$20,000 \$20,000 }	\$428,027	\$27 for 1906	9 % \$100 buyers
SHIPPING							
China and Manilla Steamship Co., Limited	30,000	\$25	\$25	{ \$7,500 \$20,000 \$20,000 }	\$1,053	\$1 for 1906	... \$13 buyers
Douglas Steamship Co., Limited	20,000	\$50	\$50	{ \$5,000 \$20,000 \$20,000 }	Nil.	\$4 for year ending 30.6.1907	10 % \$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$12,000 \$20,000 \$20,000 }	\$16,437	{ \$1 1/2 for 1906 and half-year making in all \$2 1/2 for year ending 31.12.07 }	8 % \$20 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £20,000 £20,000 }	£1,694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 % \$30
Do. do. (Deferred)	60,000	£5	£5	{ £10,000 £20,000 £20,000 }	£1,694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 % \$30
Shanghai Tag and Lighter Co., Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 100,000 Tls. 100,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 % Tls. 44
Do. do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 100,000 Tls. 100,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 % Tls. 44
"Shell" Transport and Trading Co., Limited	2,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£17,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 % Tls. 48 buyers
*Star Ferry Co., Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	\$137	{ \$1.00 for year ending 30.6.1907 }	3 1/2 % \$30 buyers
Do. do.	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	\$137	{ \$1.00 for year ending 30.6.1907 }	3 1/2 % \$30 buyers
Taku Tug and Lighter Co., Limited	10,000	Tls. 50	Tls. 50	{ Tls. 419,479 Tls. 62,000 Tls. 62,000 }	Tls. 8,750	Final of Tls. 3 making Tls. 6 for 1906	12 1/2 % Tls. 47 buyers
REFINERIES							
China Sugar Refining Co., Limited	10,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$9,218	\$8 for year ending 31.12.06	... \$125
Luxon Sugar Refining Co., Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	none	\$3 for 1907	... \$15 sales
Perak Sugar Cultivation Co., Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	12 1/2 % Tls. 75 sellers
MINING							
Chinese Engineering and Mining Co., Ltd.	100,000	£1	£1	{ £100,000 £100,000 £100,000 }	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 % Tls. 14.30 buyers
Raub-Australian Gold Mining Co., Limited	150,000	£1	£1	{ £150,000 £150,000 £150,000 }	£11,556	No. 12 of 1/- = 48 cents	... \$8 sa. and b.
DOCKS, WHARVES & GODOWNS							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$450,000 \$450,000 }	\$3,726	\$1.75 for year ending 31.12.06	... \$24
Hongkong & Kowloon Wharf and Godown Co., Ltd.	61,000	\$50	\$50	{ \$3,050,000 \$3,050,000 \$3,050,000 }	\$3,556	Final of \$1 1/2 making \$2 1/2 for 1907	6 1/2 % \$53 sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$441,442	Final of \$4 making \$8 for 1907	8 % \$100
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 10,450	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 % Tls. 80 buyers
Shanghai and Hongkew Wharf Co., Limited	36,000	Tls. 100	Tls. 100	{ Tls. 601,357 Tls. 75,000 Tls. 125,000 }	Tls. 12,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 % Tls. 220 sa. ex d.
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 }	Tls. 6,531	Tls. 6 for 1907	6 % Tls. 102 buyers
Astor House Hotel Co., Limited (Shanghai)	30,000	\$25	\$25	{ \$750,000 \$750,000 \$750,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 % \$22 1/2 sellers
Central Stores, Limited	50,000	\$15	\$15	{ \$750,000 \$750,000 \$750,000 }	\$9,178	\$1.50 for 1906	... \$11
Hongkong Hotel Co., Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000 }	\$238	Final of 1/2 making \$1 for 1907	7 1/2 % 190
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 \$5,000,000 }	\$6,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 % \$100 sellers
Humphreys Estate & Finance Co., Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$4,621	70 cents for 1907	7 % \$10 buyers
Kowloon Land and Building Co., Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	\$653	\$1 1/2 for 1907	7 % \$25
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,225,041 Tls. 170,000 Tls. 170,000 }	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 1/2 % Tls. 106 sales
West Point Building Co., Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 % \$48 buyers
COTTON MILLS							
Ewo Cotton Spinning and Weaving Co., Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276 Tls. 23,276 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 % Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$14,260	50 cents for year ending 31.7.07	5 1/2 % \$0 buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	... Tls. 55 sellers
Liaou-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 800,000 }	none	Tls. 8 for 1906	... Tls. 75 sellers
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 28,357 Tls. 28,357 }	Tls. 50,663	Tls. 50 for 1906	... Tls. 200
MISCELLANEOUS							
Bell's Asbestos Refractory Agency, Limited	8,504	12/6	12/6	{ £1,300 £1,300 £1,300 }	£68	1/3 per share for 1906	9 % \$7 1/2
China-Borneo Agency, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	Nil.	\$1.50 for 1907	11 1/2 % \$10 1/2 ex div. b.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 5,995	Final of Tls. 5 making Tls. 10 for 1905	... Tls. 48 buyers
China Light and Power Co., Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	none	60 cents for year ending 31.12.06	... \$5
Do. do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	none	60 cents for 1907	9 % \$9
China Provident Loan & Mortgage Co., Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$3,593	\$1.30 for year ending 31.7.07	7 1/2 % \$18
Daily Farm Co., Limited	25,000	\$7 1/2	\$6	{ \$1,875,000 \$1,875,000 \$1,875,000 }	\$2,974	Interim of 50 cents per share for a/c 1907	9 1/2 % \$11 1/2
Green Island Cement Co., Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$10,804	\$2 1/2 for year ending 28.2.07	9 1/2 % \$23 1/2 sellers
Hall & Holst, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 }	\$15,002	\$1 per share for year ending 28.2.07	6 1/2 % \$16
Hongkong Electric Co., Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$2,953	Final of \$1 1/2 making in all \$10 for 1907	8 1/2 % \$22 1/2
Hongkong Ice Co., Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	\$4,578	Final of \$1.20 making in all \$2 for 1907	8 1/2 % \$25 ex div.
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$8,191	Interim of Tls. 10 for 1st quarter	7 1/2 % Tls. 44 sales
Maatschappij tot Mijne, Bosch- en Landbouwexploitatie in Luik, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 567,500 Tls. 27,603 Tls. 27,603 }	Tls. 17,127	\$1 per share for period from 19th Oct. to 30th Apr. by	8 % \$12
Peak Tramways Co., Limited	35,000	\$10	\$10	{ \$350,000 \$350,000 \$350,000 }	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 1/2 % Tls. 10 1/2 ex d.
Peak Tramways Co. (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	Nil.	Tls. 4 for 1905	... Tls. 40 sellers
Philippine Co., Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 }	Tls. 5,554	Final of Tls. 5 and Tls. 10 for 1906	... Tls. 45 buyers
Shanghai Gas Co., Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,315 Tls. 67,315 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	14 1/2 % Tls. 100 sales
Shanghai Hohe Ruas Co., Ltd.	5,000	Tls. 50	Tls. 50	{ Tls. 250,000 Tls. 45,000 Tls. 45,000 }	Tls. 9,731	Interim of 15/- for account 1907 (old)	... Tls. 375 buyers
Shanghai Pulp and Paper Co., Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 8,000 Tls. 8,000 }	Tls. 5,554	Interim of 15/- for account 1907 (new)	... Tls. 375 buyers
Shanghai-Sumatra Tobacco Co., Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,000 Tls. 75,000 Tls. 75,000 }	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14 1/2 % Tls. 100 sales
Shanghai Waterworks Co., Limited	10,350	£20	£20	{ £207,000 £207,000 £207,000 }	Tls. 85,592	Interim of 15/- for account 1907 (old)	... Tls. 375 buyers
South China Mining Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	Dr. \$41,934	Interim of 15/- for account 1907 (new)	... Tls. 375 buyers
Steam Laundry Co., Limited	20,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	£478	40 cents for year ending 31.5.07	6 1/2 % \$6 sellers
Tientsin Waterworks Co., Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,000 Tls. 4,000 }	Tls. 301	Tls. 6 1/2 for year ending 30.4.07	... Tls. 97 sellers
Union Waterworks Co., Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	£111	50 cents for 1907	5 % \$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$100,000 \$100,000 \$100,000 }	\$1,300	{ 80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for 77 and 31.5.07 }	8 % \$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	\$5,482	Interim of 30 cents for account 1907	6 1/2 % \$10 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 }	none	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907	... \$5 1/2

* These shares are entitled to half of the profits.

Hails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI."

Captain J. D. Andrews, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 28th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's "S.S. Madras," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea, for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Madras," due in London on 16th May, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 21st March, 1908.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, Marseilles, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 24th April, at 1 P.M.

(Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.)

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC 28th April.

S.S. AUSTRALIEN 12th May.

S.S. YARRA 26th May.

J. MILLET, Agent.

Hongkong, 31st March, 1908.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FURNITURE

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVED PROMPT AND CAREFUL ATTENTION.

Hongkong, 15th May, 1904.

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?